



Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation, including an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services are safe, reliable, and minimize congestion on the road system.

The Eastgate neighborhood has a dense and connected network of streets. However, gaps or lack of bicycle and pedestrian facilities exist making it difficult for some residents to utilize all mobility options to access key destinations in the neighborhood and the surrounding community. The majority of residents live within 1,500 feet (ten minute walk range) of a key destination like a school, park, place of worship, or commercial area, however, most residents only utilize vehicular transportation to those destinations.

Key Destinations generally provide some necessary service, ideally within walking distance, and a means to connect people.

Key destinations are commonly parks, schools, places of worship, or neighborhood-serving commercial areas.



Thomas Park is an example of a key destination in Eastgate.

The purpose of this chapter is to outline strategies to support mobility improvement within and through the Eastgate neighborhood. This chapter identifies key planning considerations facing Eastgate in relation to mobility and further identifies opportunities to address those issues. The goal for this chapter is to:

Maintain a safe and efficient street network while improving multi-modal transportation options by increasing bicycle and pedestrian connections to key destinations within and around the neighborhood.

This chapter focuses on the following three areas of mobility: thoroughfare and local streets, bicycle and pedestrian network enhancement, and bus transit opportunities. The thoroughfare and local street section evaluates if the existing street network is functioning as intended - that streets are built to the correct standard and context, are properly maintained, and existing intersection are operating safely. Bicycle and pedestrian network enhancements focus on improvements to the bicycle and sidewalk facilities to improve connectivity within and around the neighborhood. Finally, transit opportunities focus on opportunities to promote ridership within the neighborhood.

Planning Information

This section outlines existing public projects that impact mobility in the planning area.

Lincoln Sidewalks – Funding has been allocated for the extension of sidewalks on the north side of Lincoln Avenue from the future Eisenhower Street to University Drive East. This project is anticipated to begin with utility rehabilitations scheduled with the Eastgate Phase IV utility rehabilitation projects in 2012.

George Bush Drive East/Dominik Drive Intersection Signalization – Funds from the 1998 capital bond issue were budgeted for the 2010-11 fiscal year for a warrant study and possible signalization of the intersection of George Bush Drive East and Dominik Drive. A previous warrant study concluded that traffic volumes did not warrant a signal. However, with the completion of the Texas Avenue widening project, a second study concluded that upgrading this intersection from a four-way stop to a signaled intersection was warranted. Installation of the traffic signal is anticipated in fall 2011.

Key Planning Considerations

Thoroughfares

As set out in the City's **Comprehensive Plan**, context sensitive thoroughfares are proposed to meet the City's transportation needs and support its land use and character objectives. Context sensitive planning provides a functional classification of streets, which is based on the traffic service function they are intended to provide; a context through which the streets travel; the thoroughfare type, which outlines the design criteria of the street; and a specific cross-section design for the street or street segment.

The following is a description of the classification of streets in the **Comprehensive Plan** for the Eastgate planning area. **Map 3.1**, Thoroughfare Functional Classification, **Map 3.2**, Thoroughfare Context and **Map 3.3**, Thoroughfare Type, depict the existing location, functional classification, context, and thoroughfare type for streets in the planning area.

Functional Classification

Street classifications are based on the traffic service function they are intended to provide and are grouped into classes based on the character of the surrounding development and degree of land access they allow. College Station streets are classified into six categories: freeway/expressway, major arterial, minor arterial, major collector, minor collector, and local or residential streets. The functional classifications identify the necessary right-of-way widths, number of lanes, and design speeds for the streets. Collector streets are designed to collect traffic from local streets and distribute the traffic to a higher classified street, such as an arterial or freeway in a safe and efficient manner.

Within the Eastgate neighborhood, three functional classes of streets serve the neighborhood: major collectors, minor collectors and local streets. The existing functional classifications are adequate to serve the neighborhood; however, it was recognized that a number of the collectors and local streets are not constructed to current street cross-section standard. The substandard nature of these streets will be

discussed later in this chapter.

Major Collector Streets - There are six major collector thoroughfares designated in the neighborhood: Dominik Drive, Eisenhower Street, Foster Avenue, George Bush Drive East, Lincoln Avenue, and Tarrow Street. Major collector streets are intended to be designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day.

Minor Collector Streets - There are two minor collector thoroughfares – Francis Drive and Walton Drive – designated in the neighborhood. These thoroughfares meet current paving width standards but lack all of the associated bicycle and pedestrian facilities. Minor collectors are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day.

Perimeter Streets - There are three thoroughfares that bound the Eastgate neighborhood and connect the neighborhood to the remainder of the City and region. These roads consist of two major arterials (Texas Avenue and University Drive East) and one major collector (Dominik Drive). Traffic volumes along major arterials are generally in the range of 20,000 to 60,000 vehicles per day, while major collectors can operate with traffic volumes of 5,000 to 10,000 vehicles per day.

Thoroughfare Context

Context refers to the land use and character through which a street travels. There are five context classes within the City. The Eastgate neighborhood is classified into two context areas of Urban and Restricted Suburban. Urban context should focus on creating multi-modal facilities due to the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur. Restricted Suburban context should focus on more residential activity on and around the street itself, and place an emphasis on preserving the surrounding residential character.

All of the thoroughfares in the planning area are classified with an Urban context, except for Francis Drive from Walton Drive to Glenhaven Drive, which is classified with a Restricted Suburban context. The other portions of Walton Drive and Francis Drive within the Neighborhood Conservation-designated areas should also be classified with the Restricted Suburban context.

Thoroughfare Type

Thoroughfare type combines the information related to functional classification and context, and establishes the design criteria of the street. There are two thoroughfare types identified in the City's [Comprehensive Plan](#) for the neighborhood: avenues and streets. An avenue integrates moderate traffic volume and speeds (not to exceed 35 miles per hour) with multi-modal transportation, such as transit, bicycling and walking. Streets are low speed, lower volume roadways that provide access to surrounding land uses with speeds not exceeding 30 miles per hour.

George Bush Drive East is classified as four-lane Urban Avenue type. All of the other thoroughfares in the neighborhood are classified with an

Urban street type, except for Francis Drive from Walton Drive to Glenhaven Drive, which is classified with a Restricted Suburban street type. Like thoroughfare context, the other portions of Walton Drive and Francis Drive within the Neighborhood Conservation-designated areas should also be classified with the Restricted Suburban street type.

Substandard Thoroughfares

Many of the thoroughfares within the neighborhood are not constructed to the full cross-section to handle the vehicular, bicycle, and pedestrian traffic volume anticipated with the long-term build-out and redevelopment of the area. **Figure 3.1, Eastgate Thoroughfares**, provides information regarding the functional classification, context,

and thoroughfare type of each thoroughfare within and around the neighborhood and identifies what types of deficiencies exist for each. As currently constructed, some thoroughfares do not have the minimum right-of-way, anticipated number of lanes, bicycle and pedestrian facilities, or adequate right-of-way to fully implement the context requirements as outlined in the **Comprehensive Plan**. The lack of right-of-way mainly impacts the roadside zones where sidewalks, street trees, and other street furniture could be placed (See **Comprehensive Plan Chapter 6, Transportation** for street cross sections).

Dominik Drive, George Bush Drive East, and Tarrow Street meet the number of lanes though are lacking some bicycle and pedestrian facilities or other context-sensitive elements. Lincoln Avenue is constructed to a minor collector width while the existing portion of Eisenhower Street and Foster Avenue are only constructed to local street widths. The construction of Eisenhower Street between Ash Street and Lincoln Avenue will be important for redevelopment opportunities in the area (See **Redevelopment Areas in Chapter 1, Community Character**). The need for improvements to Lincoln Avenue and Foster Avenue will increase as redevelopment occurs. Given that these streets are located in developed areas, acquiring the

full right-of-way becomes more difficult and costly to obtain. A cost effective method, while seeking to improve the efficiency of these thoroughfares, may be acquisition of right-of-way at key intersections to allow turn lanes to be installed which will reduce the total amount of right-of-way acquisition along the length of the street.

Context-sensitive improvements can be made to streets, or segments of streets, within the neighborhood. The **Comprehensive Plan** calls for parking, bike lanes, and large roadside zones to accommodate safe and inviting pedestrian sidewalks on Restricted Suburban major and minor collectors. Medians may also be appropriate in some instances, particularly when driveway spacing is insufficient for the thoroughfare type. Where driveways are too close, medians allow for limited access in order to reduce the number of left turning movements that lead to most traffic incidents.



Eisenhower Street currently ends at Ash Street but is planned to continue through to Lincoln Avenue.

Though many of the Eastgate thoroughfares lack some features when compared to current standard, much of the demand for these improvements will come as the perimeter of the neighborhood redevelopments. Therefore, besides the construction of the remainder of Eisenhower Street and other intersection, bicycle, and pedestrian improvements identified elsewhere in this chapter, strategies regarding improvements to these thoroughfares are not included within this Plan but will be addressed as part of the anticipated redevelopment plan that includes this area.

Figure 3.1 – Eastgate Thoroughfares

Street Name	Cross Streets	Functional Classification	Context	Type	Deficiencies to Current/Proposed Standard
Texas Ave	University Dr to Dominik Dr	Major Arterial	Urban	Blvd	None
University Dr E	Texas Ave to Tarrow St	Major Arterial	Urban	Blvd	Raised Center Median; Continuous Sidewalks
Dominik Dr	George Bush Dr E to Munson Ave	Major Collector	Urban	St	Center Left Turn Lane; Bike Lanes; Continuous Sidewalks
Eisenhower St	University Dr E to Lincoln Ave	Major Collector	Urban	St	Portion Unconstructed; Right-of-Way Width; Pavement Width for Center Left Turn Lane; Bike Route; Continuous Sidewalks
Foster Ave	Lincoln Ave to George Bush Dr E	Major Collector	Urban	St	Right-of-Way Width; Pavement Width for Center Left Turn Lane; Bike Route Continuous Sidewalks
George Bush Dr E	Texas Ave to Dominik Dr	Major Collector	Urban	Ave	None
Lincoln Ave	Texas Ave to University Dr E	Major Collector	Urban	St	Right-of-Way Width; Pavement Width for Center Left Turn Lane; Continuous Bike Lanes; Continuous Sidewalks
Tarrow St	University Dr E to Lincoln Ave	Major Collector	Urban	St	Pavement width for Bike Lanes; Continuous Sidewalks
Francis Dr	Texas Ave to Ashburn Ave	Minor Collector	Urban / Restricted Suburban	St	Bike Lanes
Francis Dr	Ashburn Ave to Glenhaven Dr	Minor Collector	Restricted Suburban	St	Bike Route
Walton Dr	Texas Ave to Francis Dr	Minor Collector	Urban	St	Bike Route; Continuous Sidewalks

Local Streets

Though most of the local streets in the planning area were constructed early in the City's history, many of them meet the current pavement width standard and have curb and gutter systems. All streets, however, do not meet the current standard for sidewalks on both sides of the street, which will be discussed further in the Bicycle and Pedestrian Mobility section of this chapter. **Map 3.4**, Status of Eastgate Local Streets and **Figure 3.2**, Eastgate Local Streets Not Meeting Current Standard, provide an illustration and detailed information regarding the existing local streets that were identified as deficient to the current minimum right-of-way, pavement width or curb and gutter requirements.

Figure 3.2 Eastgate Local Streets Not Meeting Current Standard

Local Street	Existing Right of Way Width	Approximate Pavement Width	Curb & Gutter
Narrower Right-of-Way, Pavement, or No Curb			
Avenue A	<30'	22'	No
Chappel St	40'	22'	Yes
Gilbert St	30'	12'	No
James Pkwy (south of Francis Dr)	60'	20'	No
Nimitz St	40'-50'	20'-24'	No
Pasler St	40'	22'	Yes
Puryear Dr (south of Francis Dr)	60'	20'	No
Turner St	29'-50.5'	14'-20'	No
Woodland Pkwy	40'	22'; 12' gravel section	No
Narrower Right-of-Way Only			
Avenue B	40'	27'	Yes
Banks St	40'	27'	Yes
Churchill St	30'-40'	27'	Yes
Columbus St	40'	27'	Yes
Live Oak St (west of Eisenhower St)	44'	30'	Yes
Pearce St	40'	27'	Yes
Peyton St	40'	27'	Yes
Preston St	~35'-40'	27'	Yes

Participants in the planning process provided input on many of these substandard streets. In a number of instances, there was a desire to maintain the current or a similar street cross section and not widen or otherwise address the deficiency. As some local streets are anticipated to continue with narrower pavement widths, the posted

speed limits for these streets should be evaluated and lowered as necessary. Described in this section are some of the local streets in which discussion occurred or a particular action was identified.

Avenue A - Avenue A is located along Lincoln Avenue between Nimitz Street and the future extension of Eisenhower Street. The street is roughly 500 feet in length, has minimal right-of-way, no curbs and currently dead ends without a cul-de-sac bulb or stub for future extension. Fire code requires turnarounds on streets or fire lanes when they are in excess of 100 feet in length. To help facilitate compliance with the fire code, as the properties near the end of Avenue A redevelop, the street should be extended to the future Eisenhower Street to the west or a cul-de-sac bulb provided (See [Site Development Area 2 in Chapter 1, Community Character](#)).

Gilbert Street - Gilbert Street connects Pasler Street and Turner Street and is approximately 250 feet in length with one travel lane and no curbs. Residents in the area expressed concerns about Gilbert Street being widened, the one-lane nature of the existing street, the possibility of additional right-of-way acquisition to bring the street to current standard, and the increased potential for through traffic that may result from the improvement. The necessity for the standard pavement width of 27 feet can be minimized with the removal of parking. This street should be rehabilitated to function similar to an alley but with the addition of curbs.

James Parkway and Puryear Drive - James Parkway and Puryear Drive north of Francis Drive are constructed to current pavement standards. The sections of these streets south of Francis Drive have substandard pavement width and lack curb and gutter. Based on feedback received, these streets were further discussed in relation to parking deficiency and drainage issues around the adjacent Thomas Park and pedestrian and bicycle safety concerns for the portion of Puryear Drive between Kyle Avenue and Dominik Drive.

While a rehabilitation of the southern portion of these streets to the current width standard with curb and gutter facilities will help resolve drainage issues, this option will not result in the most beneficial parking solution and will likely be detrimental to the mature trees that surround the park. Feedback received from Plan participants stated that all reasonable efforts need to be made to preserve the existing trees. The most beneficial option included James Parkway and Puryear Drive becoming a one-way pair south of Francis Drive. This alternative provides a narrower pavement width to limit the impact on mature trees, creates substantially more parking with parallel parking along the park side, and helps alleviate drainage issues with the installation of curb and gutter with underground storm water system. The exercise of possible alternatives performed by the Eastgate Neighborhood Resource Team is included as [Appendix C: James Parkway and Puryear](#)



Gilbert Street is a one-lane street that connects Pasler Street to Turner Street.

Drive Alternative Analysis.



Rehabilitation of Puryear Drive and James Parkway to a one-way street pair was identified as a potential solution to the existing parking and drainage issues around Thomas Park while limiting impact to mature trees that line the streets.

Concerns regarding on-street parking and speeding were also expressed for the portions of James Parkway and Puryear Drive north of Francis Drive. With the rehabilitation of the southern portions of these streets, traffic calming measures on the north side could also be made to ultimately reduce the posted speed limit and address parking issues.

Munson Avenue - Though Munson Avenue does not have a substandard local street right-of-way, pavement width, or lacks curbs, it was identified on several occasions as requiring additional attention. Munson Avenue within the planning area between Lincoln Avenue and Dominik Drive is classified as a local street, while the portion outside of the planning area between Dominik Drive and Harvey Road is classified and constructed as a minor collector. Many

concerns cited by Plan participants related to speeding and excessive volumes of traffic. Previous efforts to minimize these effects have been to reduce the speed limit and close off portions of Munson Avenue to through traffic. In response to the street closure, a citizen initiative began and signatures were gathered and submitted to the City. The initiative was voted on and passed by College Station residents in the May 1, 1999 general election and is codified as Ordinance No. 2392 as adopted May 7, 1999 which states:

"That the City of College Station shall not block or restrict, or impair or discourage by use of barrier, speed humps, repetitive stop signs or otherwise, vehicular travel on to, over or via any portion of Munson Avenue, between Lincoln Drive (Street/Avenue) and Harvey Road (State Highway 30), provided that this Ordinance shall not prohibit or restrict: (a) temporary closings for improvement or repair of street facilities or utilities, (b) the establishment and enforcement of vehicular speed limits, or (c) the use of traffic safety controls or devices consistent with standards commonly applied to other City thoroughfares, provided such limits, controls and devices are primarily intended to enhance the overall safety of such travel and not to discourage such travel."

Due to this citizen-led initiative ordinance, the City will not seek to alter Munson Avenue as expressed in the ordinance.

Nimitz Street - Nimitz Street between Lincoln Avenue and Ash Street has substandard width and most of it does not have curbs. This section of street is unique in that a portion of the pavement was placed on the properties along the western edge of the street. As these properties have redeveloped, they have dedicated right-of-way to the edge of existing pavement. Due to the lot configuration, setback variances were granted by the Zoning Board of Adjustment and have

resulted in structures being located within five to ten feet of the edge of pavement. Rehabilitation of the street and adding curbs to this approximately 780-foot long section of Nimitz Street will help increase safety due to the close proximity of the structures to the street. Since twenty feet of right-of-way was dedicated on Nimitz Street from the multi-family property when it was replatted in 1982, the potential exists to move the edge of the street away from the structures on the western side of the street.

Intersections

Through public input and staff review, a few intersections were identified for study to evaluate the necessity for all-way stops or other improvements. The intersections identified for warrant studies include Walton Drive and Francis Drive, Foster Avenue and Francis Drive, Lincoln Avenue and Tarrow Street, and Lincoln Avenue and Munson Avenue. **Map 3.5, Intersection Evaluation Areas** illustrates the location of these intersections. A traffic control signal has already been programmed for the intersection of George Bush Drive East and Dominik Drive.

In addition to potential functional changes to intersections, concerns were raised regarding existing sight distance limitations at certain intersections. Generally, intersections with sight distance limitations are a safety hazard as drivers have inadequate visibility to see on-coming vehicles and enough time to stop or properly react to them. Specifically, the intersection of Tarrow Street and Lincoln Avenue, Munson Avenue and Lincoln Avenue, Nunn Street and Lincoln Avenue, and Foster Avenue and Francis Drive were identified. Some of these intersections have been identified for a warrant study and sight distance limitations may be resolved if the intersection operation is changed to an all-way stop. Street intersections will be evaluated for proper sight distance and obstructions removed or the function of the intersection changed accordingly.

Maintenance

Street maintenance is provided through the Public Works Department. On an annual basis, the Streets and Drainage division conduct an inventory of streets, and rate each street on a variety of criteria such as cracking, potholes, and other issues that require maintenance. When a rating falls below 85, see **Map 3.6, 2010 Street Inventory**, the street is then programmed for maintenance. This map confirms much of the feedback received from Plan participants with regard to street maintenance. The majority of these improvements will consist of repairing potholes or receiving seal coats.



The Nimitz Street pavement edge is within a few feet of the front of several single-family dwellings.

A **warrant or engineering study** is used to analyze and provide justification for all traffic control signals and multi-way stop controls at intersections. As part of these studies, traffic conditions, pedestrian characteristics, and physical characteristics of the location are examined. In order to justify a traffic control signal the following factors are considered: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, and the roadway network.

In 2010, the City's annual evaluation process identified street sections for maintenance as summarized in **Figure 3.3, Street Maintenance Rating from 2010 Street Inventory**. Sections of street that fall below an 85 rating should be addressed in the near term before additional pavement failures occur. Street sections with a rating between 85 and 90 should be monitored more closely and repairs made as funding permits.

Figure 3.3 – Street Maintenance Ratings from 2010 Street Inventory

Street	From	To
Rating Less than or Equal to 85		
Walton Dr	Nunn St	Francis Dr
Rating Between 85 and 90		
Ashburn Ave	Lincoln Ave	~820' south of Lincoln Ave
Bolton Ave	James Pkwy	Walton Dr
Gilbert St	Turner St	Pasler St
Holt St	Munson Ave	End of Holt St
James Pkwy	Bolton Ave	Gilchrist Ave
Lincoln Ave	Texas Ave	Foster Ave
Lincoln Ave	Nimitz St	Nunn St
Milner Dr	Bolton Ave	Gilchrist Ave
Moss St	Texas Ave	Forster Ave
Munson Ave	Rose Cir	Francis Dr
Munson Ave	Woodland Pkwy	Lyceum Ct
Puryear Dr	Bolton Ave	Dominik Dr
Woodland Pkwy	Marsteller Ave	Munson Ave

Thoroughfare and Local Street Strategies:

- **Thoroughfare Plan Amendments (M1.1)** - Amend the Thoroughfare Plan to:
 - Designate Walton Drive between Foster Avenue and Francis Drive with a Restricted Suburban context and street type; and
 - Designate Francis Drive between Foster Avenue and Walton Drive with a Restricted Suburban context and street type.
- **Coordinated Public Facility Maintenance (M1.2)** - Maintain and rehabilitate streets identified on street inventory as funding permits.
- **Coordinated Intersection Analysis (M1.3)** - Evaluate intersections that merit further study for all-way stops or sight distance modifications to address safety concerns. See **Figure 3.4, Intersection Evaluation Areas**.
- **Substandard Local Street Speed Analysis (M1.4)** - Evaluate local streets with pavement widths that are narrower than current standard and reduce the posted speed limit if warranted.
- **Coordinated Public Facility Investment (M1.5)** - Prioritize capital projects for street rehabilitation and extension. These projects

include the extension of the remaining portion of Eisenhower Street, rehabilitation of Nimitz Street between Lincoln Avenue and Ash Street, rehabilitation of Gilbert Street, and rehabilitation of James Parkway and Puryear Drive south of Francis Drive into a one-way pair. Due to the lack of available funding, the James Parkway/Puryear Drive rehabilitation should be placed on the next bond election. Eisenhower Street, Nimitz Street, and Gilbert Street projects may be eligible for CDBG funding.

- **Community Partnership Opportunities (M1.6)** - Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.

Figure 3.4 – Intersection Evaluation Areas

Street Intersection	Evaluation Type(s)
Walton Drive and Francis Drive	4-way stop
Foster Avenue and Francis Drive	4-way stop / Sight Distance
Lincoln Avenue and Tarrow Street	3-way stop / Sight Distance
Lincoln Avenue and Munson Avenue	3-way stop / Sight Distance
Lincoln Avenue and Nunn Street	Sight Distance

Bicycle and Pedestrian Mobility

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood as an alternative to vehicular travel. In addition to promoting health and wellness, these non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion. In the most recent effort to improve bicycle and pedestrian mobility, the City adopted the [Bicycle, Pedestrian, and Greenway Master Plan](#) in 2010. That plan identified and prioritized improvements to the existing city-wide systems to enhance and encourage multi-modal transportation.

The Eastgate neighborhood area is older than most neighborhood areas and was developed at a time when the installation of substantial bicycle and pedestrian facilities were not required. Though much of the planning area is known for its eclectic housing stock, curvy street patterns, mature trees, and close proximity to a number of community destinations, bicycle and pedestrian facilities and connections are lacking. One emphasis of neighborhood conservation is to maintain and encourage owner-occupied and family-occupied housing. As potential home buyers weigh various purchase and location options around the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhood areas where these facilities are more readily available. In addition, as the perimeter of the planning area redevelops, these facilities will become more essential to connect and serve the needs of this area.

During the planning process, most of the bicycle and pedestrian facilities identified in the [Bicycle, Pedestrian, and Greenways Master Plan](#) were affirmed while a number of facilities are recommended to be added or removed. In general, participants desired greater pedestrian

access to key destinations within the neighborhood and along its perimeter. The item of greatest discussion and concern was the planned multi-use path and associated greenway connecting Lincoln Avenue at Tarrow Street through to Dominik Drive near Stallings Drive. Most of the concerns expressed regarding the planned multi-use path stemmed from its location on the rear of existing single-family lots along Ashburn Avenue and the general through movement intended for the path. Due to strong opposition received and the difficult nature of acquiring parts of numerous properties, the planned multi-use path is recommended to be removed. While the path was intended to serve a larger area, it would also provide needed bicycle and pedestrian facilities within the neighborhood. As a result of its removal, these facilities will continue to remain deficient in this area of the neighborhood. It is recommended that the Natural Areas – Reserved designation remain for this entire corridor to recognize the environmental sensitive nature of this area. In addition, with the extension of Eisenhower Street from Ash Street to Lincoln Avenue, the planned multi-use path along this section can be converted to planned sidewalks and bike route to match the planned facilities for the existing portion of Eisenhower Street. Additional bicycle and pedestrian strategies for the Eastgate neighborhood are provided, as outlined in their respective sections of this chapter.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or are proposed for the Eastgate neighborhood:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Side Path (Multi-use Path) - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles to be used by bicyclists and pedestrians.

Greenway Trail (Multi-use Path) - all-weather and accessible paths for pedestrian and bicyclists. These are typically 10-12 feet in width.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items contribute to the overall identification, accessibility, and safety of bicyclists and pedestrians.

Bicycle Connectivity

Although the Eastgate neighborhood street system is generally well-connected, the existing bicycle connectivity is inadequate due to a lack of a bicycle facility network provided on or along streets within the neighborhood. **Map 3.7, Planned Bicycle Improvements**, illustrates existing bicycle facility improvements and the proposed revisions to the **Bicycle, Pedestrian and Greenways Master Plan**. It was identified in the planning process that the planned bike lane along Lincoln Avenue between future Eisenhower Street and Tarrow Street currently exists. Also, planned bike lanes on Walton Drive between Nunn Street and Gilchrist Avenue and on Francis Drive between Ashburn Avenue and Glenhaven Drive could be reclassified as bike routes if the remaining planned bike lane on Francis Drive is retained and enhancements are made to the planned bike route on Foster Avenue.

Enhancements were identified for the bike route on Foster Avenue from George Bush Drive East to Walton Drive. In addition to the intersection evaluation at Foster Avenue and Francis Drive, sharrows and other bicycle markings could be utilized. This will be advantageous for bicyclists commuting to and from key destinations in the area.

Pedestrian Connectivity

Pedestrian connectivity within the neighborhood is inadequate due to a lack of facilities. Uninterrupted sidewalks exist only along a few streets while some other streets have discontinuous sidewalks. During the planning process, several areas were identified to provide pedestrian connections to key destinations such as parks, schools, and commercial areas along the perimeter of the neighborhood as well as to fill gaps in the sidewalk network. As shown in **Map 3.8, Planned Pedestrian Improvements**, pedestrian connectivity is proposed to key destinations and neighborhood centers. Current development standards require new sidewalks to be constructed on both sides of all streets. In retrofitting a developed area that lacks a substantial sidewalk network, sidewalk installation will most likely occur only on one side of the street to minimize the disruption to existing improvements and vegetation while maximizing the number of streets where facilities can be provided given budget constraints.

Bicycle and Pedestrian Strategies

During the planning process, specific concerns were raised regarding safety, connectivity, and accessibility in the neighborhood. As such, strategies in this section focus on improving upon those three aspects. These strategies incorporate elements identified in the **Bicycle, Pedestrian, and Greenways Master Plan**, in addition to those identified during the planning process.



Many thoroughfares in Eastgate do not have continuous bicycle and pedestrian facilities such as bike lanes, sidewalks, and multi-use paths.

Bicycle Strategies:

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.1)** - Amend the proposed bicycle facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan:
 - Replace the planned bike lane on Walton Drive between Nunn Street and Gilchrist Avenue with a planned bike route;
 - Replace the planned bike lane on Francis Drive between Ashburn Avenue and Glenhaven Drive with a planned bike route; and
 - Reclassify the bike lanes on Lincoln Avenue between future Eisenhower Street and Tarrow Street from proposed to existing.
- **Coordinated Public Facility Investment (M2.2)** - Stripe, mark, and sign bike lanes in compliance with the Bicycle, Pedestrian, and Greenways Master Plan and the Manual on Uniform Traffic Control Devices. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List**.
- **Coordinated Public Facility Investment (M2.3)** - Provide signage for existing bicycle routes where signage is missing in compliance with the Bicycle, Pedestrian, and Greenways Master Plan and the Manual on Uniform Traffic Control Devices. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List**.
- **Program Continuation (M2.4)** - Provide continued maintenance of roadways, markers, and signage for bicycle transportation network.

Pedestrian Strategies:

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.5)** - Amend the location of proposed sidewalks identified in the Bicycle, Pedestrian, and Greenways Master Plan to add sidewalks along the following streets:
 - University Drive East (south side);
 - Eisenhower Street from Lincoln Avenue to Ash Street;
 - Foster Avenue;
 - Dominik Drive from Texas Avenue to George Bush Drive East;
 - Gilchrist Avenue from Texas Avenue to Foster Avenue;
 - James Parkway north of Francis Drive to fill in the gap to the park walking loop;
 - Live Oak Street from Texas Avenue to Eisenhower Street;
 - Nimitz Street from Lincoln Avenue to Ash Street;
 - Nunn Street;
 - Puryear Drive from Dominik Drive to Kyle Avenue;
 - Puryear Drive from Walton Drive to James Parkway; and
 - Wellesley Court.
- **Coordinated Public Facility Maintenance (M2.6)** - Identify and install or repair gaps or failing sidewalks and crosswalks in the existing sidewalk network. Priorities should be placed on health, safety, and Americans with Disabilities Act (ADA) compliance first. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List**.
- **Coordinated Public Facility Investment (M2.7)** - Install new sidewalks and associated crosswalks in compliance with the Bicycle, Pedestrian, and Greenways Master Plan. Priority and timing

of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**

- **Program Continuation (M2.8)** - Continue to provide maintenance of pedestrian facilities, including breaks or cracks in sidewalks, pavement markings, and signage.

Bicycle and Pedestrian Strategies:

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.9)** - Amend the plan regarding multi-use paths to:
 - Remove the planned multi-use path between Lincoln Avenue and Dominik Drive, while retaining the Natural Areas – Reserved designation for this greenway; and
 - Replace the planned multi-use path along future Eisenhower Street between Lincoln Avenue and Ash Street with planned sidewalks and bike route.
- **Coordinated Public Facility Investment (M2.10)** - Construct multi-use paths identified in the Bicycle, Pedestrian, and Greenways Master Plan. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**
- **Identify opportunities to expand funding sources (M2.11)** - Utilize grant sources such as Safe Routes to School and Texas State Wide Enhancement Programs, to expand funding opportunities beyond the general fund and bonds.

Bus Transit

The Eastgate Neighborhood has access to three fixed bus routes operated by the Brazos Transit District (The District) while Texas A&M University (TAMU) Transportation Services operates one fixed route in the planning area. The District provides fixed route, paratransit, and demand and response service throughout the City for the general public while Texas A&M University Transportation Services primarily provides off-campus service to students, faculty, and staff.

The District has fixed routes on Texas Avenue, University Drive, and Lincoln Avenue. The yellow route travels between Texas Avenue at Villa Maria Road to Graham Road at Victoria Avenue. On the return trip to Villa Maria Road, this route travels Lincoln Avenue and Tarrow Street before returning through Northgate via University Drive. The brown route primarily services neighborhoods south of Texas A&M University via Texas Avenue along the boundary of the Eastgate neighborhood, and the Purple route services mostly Bryan neighborhoods but is accessible on University Drive across from Eastgate.

TAMU Transportation Services operates one fixed route to this area on Lincoln Avenue – Route 12, Reveille. There are eight identified fixed stops



Texas A&M University Transportation Services provides bus transit on Lincoln Avenue.

on the route in the planning area. These stops are in each direction on Lincoln Avenue at Foster Avenue, at the University Square/Eastgate Apartments, near Tarrow Street, and at Munson Avenue. Additionally, TAMU Transportation Services operates game day transportation during the football season between Post Oak Mall on Harvey Road and Kyle Field through Walton Drive and Puryear Drive.

Map 3.9, Bus Transit Network illustrates the existing bus routes and stops in the neighborhood. Potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, lack of pedestrian facilities for safer access to the bus stops, length of bus routes and time it takes to arrive at a destination, and the lack of bus shelters.

The District and TAMU Transportation Services are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow The District funding to be utilized for the upgrade of existing TAMU Transportation Services stops.

Bus Transit Strategies:

The strategies in this section focus on promoting and increasing transit ridership within the neighborhood. These strategies provide opportunities for coordination of transit routes between the different entities, as well as transit stop improvements.

- **Community Partnership Opportunities (M3.1)** - Identify opportunities to collaborate and promote a co-ridership program between TAMU Transit and the Brazos Transit District.
- **Ongoing evaluation and indicator program (M3.2)** - Work with TAMU Transit and Brazos Transit District to identify existing stops with high-ridership to upgrade to a shelter.
- **Identify opportunities to expand funding sources (M3.3)** – Work with Brazos Transit District to obtain FTA/FHWA Livability Project Grants and other like programs to enhance funding opportunities for transit improvements beyond the general fund and bonds.